

NEW YORK HERALD

BROADWAY AND ANN STREET.

JAMES GORDON BENNETT,
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Volume XXXVII.....No. 166

AMUSEMENTS THIS EVENING.

WOODS MUSIC, Broadway, corner Thirtieth st.—
OUR COLLEGE BIRTHDAY.BOWERY THEATRE, Bowery.—SWAMP ANGELS.—YAN
KEE DUELIST.THEATRE COMIQUE, 514 Broadway.—CHICAGO FIRE
FOR THE FIRST TIME AND AFTER THE FIRE.BRYANT'S OPERA HOUSE, Twenty-third st., corner
City av.—English Opera.—DOCTOR OF ALGABANA.BOOTH'S THEATRE, Twenty-third street, corner Sixth
avenue.—ENOCH ARDEN.UNION SQUARE THEATRE, 14th st. and Broadway.—
FORTUOUS AND HIS GIGANT SERVANTS.WALLACK'S THEATRE, Broadway and Thirteenth
street.—THE LONG STRIKE.FIFTH AVENUE THEATRE, Twenty-fourth street—
ARTICLE 47.LINA EDWIN'S THEATRE, 720 Broadway.—GEORGIA
MINSTRELS.MRS. F. B. CONWAY'S BROOKLYN THEATRE.—
THE NAIP QUEEN.TOMY PASTORS OPERA HOUSE, No. 201 Bowery.—
NEURO ECCESTICUS, BUCKINGHAM, AND MATHIE AT 25.SAM SHARPLEY'S MINSTREL HALL, 59 Broadway.—
SUN SHARPLEY'S MINSTRELS. Matinee at 2.CENTRAL PARK GARDEN.—GARDEN INSTRUMENTAL
CONCERT.NEW YORK MUSEUM OF ANATOMY, 618 Broadway.—
SCIENCE AND ART.DR. KAHN'S MUSEUM, No. 748 Broadway.—ART AND
SCIENCE.

TRIPLE SHEET.

New York, Friday, June 14, 1872.

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PRESIDENT THIERS AND THE NEW FRENCH ARMY BILL.—The new French Army bill has become law. It would not have become law but for the energy and the eloquence of President Thiers. The minority in the Assembly is, it seems, far from satisfied. One of the minority, a Deputy by the name of Randoph, has had the audacity, in alluding to the President, to charge him with "possessing all the arrogance of the First Napoleon." Strong expressions like that Frenchman like; and if they are repeated and echoed to any large extent it will not be well for President Thiers and the republic.

THE JESUITS AND THE GERMAN GOVERNMENT.—A cable despatch from Berlin gives us to understand that a bill is being prepared in the Federal Council providing for the expulsion of all Jesuits from Germany, even if natives. All things considered, we are disposed to believe this report. It is well known that Prince Bismarck since the close of the war has regarded the Jesuits as his most bitter enemies. It is his belief that they are opposed to the unification of Germany, on the ground that the unification of Germany will necessarily have the effect of Protestantizing the Catholic States of the South. He has actually, as we know, made discoveries which justify this belief. We cannot blame Prince Bismarck for disliking his enemies and doing his best to put them down; but we cannot say that we approve of the policy which threatens the expulsion of the Jesuits. Expulsion means persecution; and persecution in this case, as it ever has done, will defeat its own purpose. Prince Bismarck, if he means to win, will adopt another and a wiser course. The cause of German unity is too grand and too noble, and too much of an accomplished fact to be ruined by the frowns of the Vatican and the paltry intrigues of South German priests.

The Failures of the Last Legislature—What We Can Still Do for the City Through the Dock Commissioners.

The last session of our State Legislature was certainly not a profitable one for the city of New York. If our taxpayers escaped being victimized by any extensive schemes of plunder, our people were denied all such wise and liberal measures of improvement and development as were needed to give an impetus to the growth of the metropolis and to increase the comfort and prosperity of its inhabitants. From an early day the subject of rapid transit was urged upon the attention of the members by the press as well as by the lobby. It was well known to every representative at Albany that New York was suffering materially in health, morals, means and progress for want of some quick means of transportation for her business population, through the instrumentality of which the upper portion of the island and the southern part of Westchester county might be brought within reach as residences for the industrial classes. The revision of our municipal charter was acknowledged to be desirable in view of the confusion into which the government had been thrown prior to the last November elections, and, indeed, the reform Legislature was regarded as having been elected with special reference to a thorough change of our local laws. Whether the clamor raised against the present charter was called for or altogether honest is not now worth considering; but it is certain that its provisions might have been improved, notably in the direction of enlarging the powers of some of the municipal departments in such a manner as to enable them to undertake and carry out the broadest and most liberal plans for the improvement and development of the city. There were minor matters that claimed the attention of the Legislature, such as ferry and horse railroad reform, in which some protection of the public interests against the selfishness and greed of corporations and monopolies was unquestionably needed. All these important subjects were neglected by our representatives at Albany, and, according to the State's evidence of some of their number, the time of the members was so entirely taken up by corrupt scheming, political intrigue and the buying and selling of votes that no leisure was left to attend to the wants and interests of the people.

So far as the charter failure is concerned, it is not, under the circumstances, to be greatly regretted. The unhappy intermeddling of an association of highly respectable but wholly impracticable and somewhat officious citizens, who insisted upon subjecting the city to an experiment in government based upon their own theories and crotchets, throw insurmountable obstacles in the way of legislation, and would have rendered the success of a good municipal charter questionable, even if there had been sufficient wisdom and honesty at Albany to frame such a law. It was far preferable to allow the city government to remain in its present condition for another year than to submit the metropolis to the experiments of the Committee of Seventy, or to risk such a charter as a Legislature owned by an unscrupulous lobby might choose to enact. The city finances were known to be in safe keeping, and all the departments were in honest and competent hands under the new nominations of Mayor Hall. Hence it was felt that they would very well afford to live under our existing laws and rulers until at least a new House of Assembly should supplant that of last winter. But the question of rapid transit was of a different character. A crowd of lobby schemes, in all of which the members of the Legislature were more or less interested, jostled each other and blocked the way of legislation, and not one of them contemplated such a system of rapid transit as the people required and demanded. There were underground plans, with their paid supporters, in each house, one owning the Senate and the other the Assembly; there were three tier projects, two tier projects, open cuts, tunnels, lampost roads, arcade roads and what not, all fighting on their own accounts, and all mere money-making jobs in the hands of selfish speculators. Each had its advocates inside the Capitol, paid with money or secured by interests in the undertaking, and its lobby outside; but not one was asked for by the citizens, and among the whole gang of projectors there was scarcely one who would be entrusted by the people of New York with the building or management of a road. What our citizens wished and needed was a law authorizing the city to construct two viaduct roads from the Battery to Spuyten Duyck Creek along the east and west sides of the city. Had such a law been passed the money would have been at once forthcoming, the roads would have been built without delay and would have been operated in the interests of the people. The increasing profits of the traffic, instead of going into the pockets of private stockholders, would have been used to decrease the rate of fare until it had reached its minimum, thus placing the benefits of the roads within the reach of the laboring classes, who are most in need of them. There could have been no sound objection to such a policy, and none was urged against it. The reform legislators simply declared that there was no profit in it to themselves, and hence passed it by to fight and scramble over schemes that paid or promised to pay. In the end some of the most impudent of the lobby propositions failed by reason of the conflicting interests at work upon them; but just before the adjournment the Vanderbilt tunnel project and one or two other bills were saved from the general ruin. None of them meet the wants of the city. The Vanderbilt road will, no doubt, be built; but as it only runs along the route of Fourth avenue to Fifty-ninth street, as the fare authorized to be collected for that distance places the little convenience it would afford beyond the reach of the laboring classes, and as there is no sufficient provision in the law to require that the road shall be run as anything else than a feeder and a freight-line to the Commodore's through roads, it will not, when in operation, afford any relief to the people.

The faithlessness and corruption of the Legislature have, therefore, left New York without hope of progress or improvement in this important direction for another year at least, and it is certain that next session the passage of desirable laws in the interests of the people will be further embarrassed by the adverse efforts of those who have managed to secure

these new private charters. Under these circumstances, unless we desire to see the city stand still or retrograde while she should be growing and prospering, we must use our best efforts to push forward all those improvements that are still within our reach. Foremost among these are to be classed the elaborate and well-considered plans of the Dock Commission, which, if energetically carried out, will do more to perfect the metropolis than has been accomplished in the last half century. The commerce of New York is our great strength. As that increases our wealth and importance increase, and every description of business receives an impulse. The Dock Commissioners propose to make the whole waterfront available for dockage and to give facilities for warehousing and locomotion by the construction of new streets along the two rivers. The great scheme they have perfected, when joined with certain needed reforms in the handling of freight arriving in the city, will place New York at the head of all the ports of the world in facilities for landing and receiving cargoes as well as in safety. It only needs a wise liberality on the part of the financial branch of the city government to enable the Dock Commissioners to proceed rapidly with the splendid work they have laid out, and to place it so well in advance towards completion as to render it secure from interruption hereafter. There has been some delay in the action of the Board consequent upon a lack of the appropriations to which the law entitles them; but this withholding of funds was only due to the uncertainty that prevailed as to what the late Legislature might do with the Commission. The danger of its abolition or transfer to the hands of politicians is now over, and hence there is no further reason why the Commissioners should be embarrassed in their work for the want of money. Comptroller Green, who has done so much in the past to promote the improvement of the city, will, no doubt, be willing, by liberal appropriations to the Dock Department now, to make up for the delays they were subjected to last winter and spring, and hence we expect to see their plans well carried forward before another year commences. If our dock improvements are in a good state of progression when the next State Legislature assembles it will serve the cause of rapid transit and render the construction of the city viaduct roads the more desirable and the more probable. So let us have a liberal financial policy in the city government, and free scope to all honest and intelligent plans of local improvement, commencing with the splendid programme of the Dock Commission.

The Washington Treaty About To Be Broken by England—Continuation of Mr. Gladstone's Tortures.

England, at last, has decided that the Treaty of Washington, if amended only as the Senate of the United States desires, does not suit her ideas of the future of international law on the subject of responsibility for belligerent expeditions fitted out within the territory of a neutral. Consequently, she has decided that if the United States adhere to the amended supplemental article as their ultimatum she will withdraw from the arbitration, and possibly throw in a little of that billingsgate which John Bull, in his angry moments, comes down from his perch of solemnity to perpetrate. We are assured that neither the President nor his Secretary of State will "babe one jot" of the principle contended for in the amended article, and it may, therefore, be assumed, unless England, like Falstaff, finds some "loop or starting hole" through which to escape, that the Treaty of Washington will pass to-morrow out of current history into the already well-filled waste paper basket of disappointed hopes and high contractings. If this, indeed, be the end of all this quibbling, telegraphing, contradiction and backsliding, it will not disturb America's equanimity in the slightest, and the verdict of history upon it will be that it were better so. The amount of possible or probable damages left us by the surrender of the indirect claims would not make it an object for which it would be worth sacrificing a particle of right, and to England's *petitio principii* that the failure of the treaty lies at our door we have only to say that America, in the endeavor to save the treaty, sacrificed much more in the estimation of thousands of citizens than a strict regard for our national honor warranted. We are ready to proceed with our case at Geneva, and the onus of breaking the treaty will be upon the Power that withdraws.

In the meantime England, outside of its agitated Cabinet, trembling before a vote of want of confidence, remains in profound ignorance of the tangled state of its treaty affairs. In illustration of this we find that while the treaty trembles on the edge of dissolution Parliament exercises itself over the old issue of the protocols of the original treaty.

In the British House of Commons yesterday Mr. Horsman gave notice that he would soon ask whether the document to be presented to Parliament relative to the Alabama claims would explain why no record was kept of the proceedings of the Joint High Commission; and also, if said proceedings would embrace any communications wherein the American government asserted that the withdrawal of the indirect claims was only a matter of understanding, and not of agreement. From this it appears that the Joint High Commission itself is to be brought before the Commons for trial on the charge or upon insinuations amounting to a charge of gross negligence or incompetency touching the daily record of the proceedings of said Joint High Commission while negotiating the Treaty of Washington.

It will be seen, however, by reference to the files of the New York Herald, that there was published in this journal, a few days after the ratification by the United States Senate of the Treaty of Washington, the official record of the proceedings of said Joint High Commission from day to day, from the first meeting of that body to the end of its labors; that this official record, known as the protocols, details the progress, step by step, of the high contracting parties in the great work upon which they were engaged; that this record is signed by J. C. Bancroft Davis and Lord Tenterden as the official Secretaries of said Joint High Commission; and that this record, so signed, embraces the official statement substantially that the British Commissioners, having declined the proposition to

lump these Alabama claims of all descriptions in a gross sum of money, the American, or rather the United States, government reserves to itself the right of putting in these indirect, inferential or consequential damages.

With these facts brought before them touching the proceedings of the Joint High Commission, we suspect that Mr. Horsman and Her Majesty's opposition will not learn much to their advantage in the inquiries proposed. We think, moreover, that in this notice of Mr. Horsman he shows a degree of littleness and contemptible Paul Prying behind the record which is strongly suggestive of a weak and desperate case against the Gladstone government. In any event we are glad to believe that our government, in its concessions to England, has gone to the end of its journey, and does not intend to be a party to any further quibbling, hedging or trifling on the subject. As the alternative, having the whole case of damages in our hands, we can get along very well without the treaty.

The Late Rowing Match—England's Boast.

If his own biographers are to be believed John Bull has so frequently and on many a well-fought field come off a winner that it would seem fair to infer, even notwithstanding his proverbial deliberation in getting things into his pate, that he should by this time know how to rightly and becomingly use victory.

Yet our readers will recall that shortly after the arduous struggle on the Thames, in July, 1869, when four members of Oxford University managed to pass the winning post less than forty feet ahead of the Harvard men, the bow oarsman of the former party felt called upon to come out with a card to the effect that Oxford had had easy work of it, and could readily have done much better had she cared to. We had supposed that the least questionable taste displayed in this might belong to but one, or, at any rate, to an isolated few, and that a certain quality, about which a good deal has at one time or another been said, known as English fair play, did not ordinarily tolerate striking an enemy after he is down. But the columns, not of any obscure sheet, but of the leading dailies of the British metropolis, not content with the overwhelming defeat the Atlanta crew had suffered, have felt called on to inform the public, in substance, that Americans do not know anything about rowing, and that if they desire to learn the only true way is to at once sit at the feet of Britannia and listen to her wonderful wisdom. The London Post says:—"The result of the race shows that we have nothing to learn from the Americans. . . . The result convinces us that the English style is the best now practised."

The Standard tells us that "a more hollow affair was never witnessed. The Americans were not good enough to win an ordinary country regatta. The effect will be to prevent the recurrence of international matches for some years. The moral to be drawn is that American oarsmen must learn the first elements before coming three thousand miles to row." And even the Times adds:—"The simple fact is that the Americans have not yet learned, or they have lost, the true style of rowing. They neglect the cardinal principles of effective rowing. . . . We hope that the Americans will learn how to row; that they may put our oarsmen to severer tests."

Mixed among all this gratuitous advice there is, unquestionably, more that is true than is to Americans at least—palatable; but it is just possible that it would have been quite as modest to have left the discovery of these plain facts to American sagacity, quickened as it has been so keenly by this ignominious defeat.

If it would not be disrespectful to our self-appointed Mentor, we would like to call his attention to one or two incidents, in reference to which these remarks of his have been made, perhaps, pertinent.

Up in the eastern part of this State, not very far from its capital, lies, nestling among the hills, a beautiful little lake, to the vicinity of which many people, when worn down and jaded by a long year's work, have fallen into the habit of going, not only for the inviting rest that may be had there, but because, from certain mineral springs thereabouts, it has come to be a famous watering place. Foreigners sometimes go, too, so attractive has the place become, and even Englishmen have been known to have been lured that far into the wilds of this, our benighted land. Indeed, if we have read rightly, there is nothing even new in this, for nearly a hundred years ago the books tell us that a very large party of English gentry happened up in those parts for a day's shooting, and that one of their number named Burgoyne, having no further need of a sword he was in the habit of carrying on his person, graciously presented it to an American whom he had met up there, and whose winning ways had seemed to him "most extraordinary." But it is to the visit of other Englishmen to this region, and at a comparatively recent date, that we would call attention. Late in the afternoon of the 15th of September, 1870, at Lacune, in Canada, four men, chosen with extreme care out of all the millions of England's subjects for their surpassing skill at the oar, defeated easily a picked crew of the sturdy fishermen who have brought credit to the name of the quaint old town of St. John, in the province of New Brunswick. Elated with their victory, they go home and spread the news, and the next summer we find them heading again for our shores, and, to make the victory for England doubly complete and sure, bringing with them four other masters of their art. These eight men—the very flower and pride of English rowers—made a tour of the British provinces, sweeping everything before them, and forcing even some who had won a good name in this country to join in the general admission that they were simply invincible. Out of compliment to the coming of so many distinguished oarsmen a very liberal purse was put up for whomever might win it in a four mile spin over this beautiful lake, no matter whether they came; and, just to show us poor Yankees how to row, these foreigners actually deigned to come and enter the lists, so that they might have one more plane to display on their then near return to their native land. Everything had been well arranged, and at nineteen minutes past ten on the morning of the 11th of last September five crews of stalwart men backed up to the score—and in a moment more were off. Prominent among the twenty who

were tearing away up that lake at a terrific pace, and throwing their backs into every stroke they took until their frail craft fairly shivered under them, were these same distinguished foreigners, and from the way they were doing their work it was manifest that they had excellent ground for thinking well of themselves. But now look over for a moment under the western shores. Three long, gaunt, ungainly looking fellows are sitting in a boat behind a bald-headed old man, and doing just whatever he does, and he is doing just the tallest rowing that ever was done in America. But can he ever hold it? Watch him and see. Now they near the turning stake at the centre of the course. Why, actually these slab-sided countrymen are turning it first; yes, by three good lengths. Ah! but the Englishman can stay, and these fellows are sure to go to pieces on the homestretch. Now follow them, and look how they are just flying away down along that same homestretch. Every then and sinew in every man in either boat strained to its very utmost, and every man there fairly agonizing to be in first at the goal. Now they near the goal, and in twenty-four minutes and forty seconds from the start these four stringy-looking sons of the Hudson cross the line the champions of the world, having, as Harry Kelly said, "made the pace" from the start, and beaten him and his brother Englishmen fairly and handsomely, and as they were never beaten before. Will the Standard kindly tell us whether at this "country regatta" the Americans showed that they had learned "the first elements of rowing?" And may we not ask the Post whether there is indeed "nothing to learn from the Americans?" And will the Times have the goodness to show us some proofs, not as assertions merely, that "the Americans have not yet learned the true style of rowing?" Or, if, as it says, it really thinks they have lost it, might it not be well enough to just give these Ward brothers another try and see? "We hope the Americans will learn how to row; then they may put our oarsmen to severer tests." But it is some time now since last September, and the boating season is well advanced here, and yet we do not seem to hear of any more of these crack English oarsmen visiting our inhospitable shores, or even inviting these brothers to come over and try conclusions with them on their own waters. And there are said to be ten of these Ward brothers in all, some more of whom would doubtless like to have a hand in one or two of these "severer tests," particularly if there is a round sum of money put up worth rowing for.

If England would do her part London Rowing Club a friendly turn, and many people on this side as well, she might inform us why, when the Atlanta challenged the Londoners over a year ago to a six-oared race in this country, generously offering to defray all expenses, the latter telegraphed back declining, because they had not "six trustworthy men." Stout and Long and Gulston were all there then, and many another good man besides.

The Board of Health and the Sanitary Condition of the City.

We are glad to notice that the Board of Health is giving signs of life, and that steps are about to be taken to abate some of the most offensive nuisances which threaten the health of the population. Owing to the indifference manifested by the authorities last year the escape of the citizens from the scourge of contagious diseases was due to the interposition of Providence. No doubt Providence will always be our best reliance; but this in no way justifies the authorities of a crowded city for not taking such precautions to avert the outbreak of pestilence as common prudence calls for. So far as we can judge, the coming summer months promise to be unusually hot and oppressive. Unless, therefore, vigorous measures be taken to secure cleanliness we may look forward to a terrible crop of fevers and contagions.

As we have before pointed out, the chief danger to the health of the city lies in the crowded districts, and it is to these that the attention of the authorities should be first turned. The resolution adopted by the Board for the suppression of offal docks, fat stores and slaughter houses in the centre of the city is eminently proper, and we hope to see it rigorously enforced. These nuisances are chiefly confined to the west side, but there are other districts scattered through the city which require no less strict attention. In many of the poorer localities garbage is allowed to accumulate until it becomes not only a nuisance, but absolutely a danger. The Board of Health would do well to have these filthy streets thoroughly cleansed and purified. As it is impossible to rely upon the people themselves to exercise the precautions necessary to the general health the police ought to be instructed to prevent the throwing of ashes or other refuse matter into the streets under any pretence. In cases where the officer does not actually see the offensive matter deposited he might be enabled to summon the owner of the property before whose premises the rubbish was placed to account for its presence, and by the wholesome restraint which this supervision would impose on the habits of the crowded districts a state of proper cleanliness could be maintained.

No precaution should be omitted to preserve the population from the scourge of contagion which in nine cases out of ten results from ineffective sanitary measures. The removal of the soap factories, slaughter houses, &c., from the city is a wise precaution, and if the Board will only exhibit the same thoroughness on all other points we may hope for an unusually healthy season. With its splendid situation New York ought to be absolutely free from the danger of contagious diseases, and if we make proper use of the facilities that nature has conferred upon our city can be made as wholesome as a summer garden. We hope, therefore, that the Board of Health will continue in the way it has entered upon, and that we may soon be able to speak in testimony of its thorough effectiveness.

The Floods in Bohemia.

We have by telegraph to-day additional details of the floods in Bohemia, of which brief mention was made at the close of last month. It now appears that these floods were far more disastrous than was at first reported. The rivers Elbe, Beraun and Moldau became swollen by the recent heavy rains, overflowed their banks and swept over vast tracts of country. Fertile districts were devastated, crops destroyed, and houses were rendered desolate.

The loss of life, we are told, has been terrible. At a rough calculation it is stated that over seven hundred people perished. Within the last few months several countries have suffered from similar causes. The floods in Northern Italy have not yet ceased to be a theme for conversation; the floods in India are still fresh, no doubt, in the memory of our readers, while here at home, in the Southwest, we have had disasters of a like character. They all, however, fall short when compared with the inundations in the northwestern section of Austria. We hope that further investigation will show that these reports are somewhat exaggerated, and that the destruction of life and the injury to property are not near so great as what we are at present led to believe.

Marine Cyclonology.

A valuable contribution has recently been made to science, on the provision and avoidance of marine cyclones. It is the work of an officer of the United States Navy, a skilful American seaman, which will command the public interest by its clear and concise dealing with a problem which so nearly concerns all classes. When Burroughs, the Comptroller of Queen Elizabeth's navy, was called upon to advise Her Majesty as to the value of the cyclone chart, then first prepared by the illustrious geographer, Gerard Mercator—"the Pathfinder of the Seas"—and now in universal use, the thick-headed old Englishman snubbed at it as a thing only fit for the land-lubbers and "those who study cosmography." The law of storms alone, when first announced by Redfield, met with a similar treatment with ignorant and opinionated sailors. But time has vindicated its vast utility, and we are now, after the lapse of fifty years, beginning to appreciate it.

The Herald, ever foremost as the spokesman of science, has often urged the necessity of sea-going vessels and passenger steamships paying more attention to this improved method of navigation, by which hundreds of lives and coffers of money might annually be saved, in the practical application of the old adage, so true on the perilous high seas—

What can't be done by pushing and striving
May often be done by a little contriving.

The author of the little work referred to has advanced nothing new, but by the use of beautiful and speaking diagrams and a few rules which cover almost every contingency that may overtake storm-endangered vessels, he puts the labors of cyclonologists for fifty years within the intelligible grasp of the most unscientific seaman.

Some years ago the eminent physicist, Mr. Piddington, of Calcutta, deeply versed in the practical part of this subject, condensed his world-renowned researches into a pithy, if not very poetic verse, which, if it had been printed on the margin of all our hydrographic charts, would by this time have been the means of warning hundreds of vessels and rescuing them from the iron meshes of the hurricanes and typhoon. It is well known that the centre of the gale is the point of greatest danger.

This region is comparable to a deep basin or to the open-mouthed crater of a volcano, ever ready to engulf a ship. To enable the mariner to find this he was simply directed as follows:—

Your back to the wind will the centre define,
If you only consider the place of your line;
For north of the last—or south of the same—head
Stick out like a sign post, and quietly stand,
And each point of the compass whose place you do mark.

The London Board of Trade, seeing the vast importance of informing the merchant marine more fully as to the law of storms, have recently issued a circular of the same nature as Captain Braine's, which generally corroborates his deductions. The Board of Trade lay down the rule that when a captain discovers the direction of a cyclone he should imagine it bisected by its own track, and supposing himself to be on the track and in rear of the storm, looking to the direction in which it is moving, he should put his ship on the starboard tack if the wind shows he is in the right-hand semi-circle, and on the port tack if he is in the left-hand half of the gale; and this rule holds good for both hemispheres, with the usual caveat that the parts of a gale which form the right and left halves change as the gale changes its course.

Important as are these directions the science of ocean cyclonology will never be thorough until seamen are better instructed as to the tracks of these fiery monsters. There is still much dispute and ignorance even among meteorologists as to the cause of storms; but it seems highly probable that their direction is a resultant of the upper and surface currents of air, the former of which still remain in that vast terra incognita of meteorology with which the condor of the Andes is better acquainted than man. There is no study more inviting and more likely to be remunerative than the mysterious mechanism of the surface of the atmospheric ocean beneath which we live and move and have our being. We understand that Signal Office meteorologists at Washington are only awaiting the action of Congress in furnishing the necessary means to push their bold investigations among the clouds by means of the balloon. It is to be earnestly hoped that such researches will be pushed forward and sustained simultaneously over many parts of the globe.

LIVINGSTONE'S CONDITION OF HEALTH.—By special despatch from London to the Herald we learn that Doctor Livingstone was not only alive but in excellent health when Mr. Stanley, our Search Expedition Commander, parted company from him. Livingstone's son, dating from Zanzibar, in the month of April last, states that he had then heard reports to the effect that his father had been discovered by Stanley.

FUNERAL OF MR. WHITEBECK.

The funeral of William A. Whitebeck took place yesterday morning, from his late residence, in Fifth avenue, corner of Eighty-sixth street. Before the remains were removed the solemn services of the Episcopal Church were performed at St. Paul's Church, and the Rev. Mr. Peter, the former of St. Paul's Episcopal church and the latter of the Episcopal church at Sing Sing, a large number of the friends of the deceased were present, many of them being those long associated with him in his public career. The remains were interred in Woodlawn Cemetery.

ANOTHER RIVER MYSTERY.

Samuel Hartman, of 124 Monroe street, last night discovered the body of an unknown man floating in the water at pier 45 East river. The body was recovered and removed to the Seventh precinct station house, and the Coroner notified to hold an inquest to-day. Deceased was about twenty-five years of age, light mustache, dark hair, cut short; high cheek, black teeth, white shirt and bow.